

# The Hongkong Telegraph

No. 1988.

WEDNESDAY, JULY 25, 1888.

SIX DOLLARS PER QUARTER

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....\$7,500,000.  
RESERVE FUND .....3,900,000.  
RESERVE LIABILITY OF PROPRIETORS .....7,500,000.

COURT OF DIRECTORS—  
CHAIRMAN—HON. JOHN BELLIRVING.  
DEPUTY CHAIRMAN—W. H. FORBES, Esq.  
C. D. HOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.  
W. G. BRODIE, Esq. J. S. MOSES, Esq.  
H. L. DALRYMPLE, Esq. L. POESNECKER, Esq.  
B. LAYTON, Esq. N. A. SIENS, Esq.  
HON. A. P. MCEWEN, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.  
HONGKONG—THOMAS JACKSON, Esq.  
MANAGER.  
SHANGHAI—EWEN CAMERON, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.  
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS—  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.  
LOCAL BILLS DISCOUNTED.  
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.  
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.  
Hongkong, 25th April, 1888.

## RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$25,000 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3½ per cent. annum will be allowed to Depositors on their deposits.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON, Chief Manager.  
Hongkong, 1st September, 1887.

## THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.  
PAID-UP CAPITAL .....500,000.  
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:  
Fixed for 12 months, 5 per cent. per annum.  
" 6 " 4 " "  
" 3 " 3 " "  
ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.  
E. W. RUTTER, Manager.  
HONGKONG BRANCH.

## NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.  
Hongkong, 25th August, 1888.

## Intimations.

ROBERT LANG & CO.,  
TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TAIL SILK HATS.  
Drab Felt Hats.  
Black, Brown Drab and Grey Hard Felt Hats.  
Tweed Hats and Caps in New Shapes.  
Straw Hats and Pith Hats.  
Silk Umbrellas from \$5 each, over 100 to choose from.  
A large assortment of Walking Sticks.  
Waterproof Coats, Leggings & Chair Aprons.  
Traveling Rugs and Scotch Mauds.

Over Coatings, Light and Heavy, Ulster Tweeds.  
Fine Black Diagonal & Cork-screw for Dress Suits.  
Black, Blue and Brown Fancy and Diagonal Coatings.  
Fancy & Check Tweed Suits.  
Trousers in great variety of Stripes, Checks and Plain.  
Cricketing Flannel, Stripes, Checks and Plain.  
White and Fancy Vestings.  
French Printed Shirts.  
Unshrinkable Flannel.  
Ready Made Ulsters in Stock.  
Solid Leather Portmanteaus.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

W. BREWER

HAS JUST RECEIVED COPIES

THE Mystery of a Hansom Cab.  
Mr. Barnes of New York.  
Mr. Potter of Texas.  
Hutton's Engineers' Hand Book.  
Hutton's Work-managers' Hand Book.  
Young's Fires, Fire Engines, and Fire Brigade.  
Academy Notes. Grosvenor Notes.  
New Academy Notes.  
Deacon's Book of Dates and World's History.

Routledge's Natural History.  
History of Photography.  
Easy Studies in Water Colours.  
Studies in Trees, etc.  
Also the following Fine Goods:  
Photo Albums. Photo Screens.  
Cigar and Cigarette Cases.  
Photo Frames, and the Wonderful little Photographic Apparatus.

W. BREWER,

UNDER HONGKONG HOTEL.

Hongkong, 25th July, 1888.

KELLY & WALSH, LD.

HAVE JUST LANDED

A LARGE ASSORTMENT OF BEAUTIFULLY FINISHED

PHOTOGRAPHURES.

SIZES AVERAGING 15 INCHES BY 10 INCHES.

PRICE 75 CENTS EACH.

SELECTION FROM THE LIST—

Roll Call .....Miss E. Thompson.  
Balacava .....Puss in Boots .....Sir E. Landseer, R.A.  
Quatre Bras .....Can't you Talk? .....F. Payton.  
Inkermann .....The Church Scene in "Much Ado about Nothing" (containing portraits of Miss Ellen Terry and Mr. Henry Irving) .....J. Forbes Robertson.  
Christ leaving the Praetorium .....Gustave Doré.  
The Dream of Pilate's Wife .....The Night of the Crucifixion .....J. Sant, R.A.  
Prosperity .....Yes "or" No? .....Sir J. E. Millais, R.A.  
The Princes in the Tower .....The Black Brunswicker .....W. P. Frith, R.A.  
The Derby Day .....The Railway Station.

KELLY & WALSH, LIMITED,  
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 16th July, 1888.

THE STERLING ORIENTAL CORSET

(REGISTERED)



A SPECIALITY for WARM CLIMATES or EVENING WEAR

Made from an entirely new fabric, combining strength with lightness.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK OF

THE "STERLING ORIENTAL CORSET" IN RIDING, TENNIS,

HAIDEE and ACME.

Also, THE "PHANTOM BUSTLE" and

THE NEW "CURETTA" & "VESTINA" BODICE.

ROSE & CO., 37-39, Queen's Road.

Hongkong, 7th July, 1888.

LANE, CRAWFORD & CO.

HAVE just received new consignments of PIANOS from Europe, and are offering them at very moderate prices.  
PIANOS from Broadwood & Son, Collard & Collard, Bechstein, Chappell & Co., and Haake.  
NEW MUSIC is received regularly from Croose & Blackwell and other best suppliers—these are received monthly and are always guaranteed fresh.

New Season's ISIGNY BUTTER, just arrived.  
L. C. & Co. would also draw attention to their stocks of CROCKERY and GLASSWARE, IRONMONGERY and HOUSE FITTINGS, KEROSENE LAMPS in large variety, NON-FAREIL Oil 150° test, KITCHEN UTENSILS, STOVES and RANGES, GENTLEMEN'S OUTFITTING, HATS, BOOTS, TENNIS SHOES, UMBRELLAS, RAINCOATS, &c., &c.  
BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, & TAPESTRIES.  
SHIP CHANDLERY STORES of every description.  
Special Agents for International Antiquipolish Compositions.

WINE AND SPIRITS—  
CHAMPAGNE, AYALA & Co. SHERRIES, SACCOFFE'S and other Brands.  
CLARETS in variety, Breakfast to Afterdinner. PORTS of various Brands.  
BRANDY—EXSHAW'S; HENNESSY'S, COURVOISIER'S, and 1848.  
WHISKY—Carlton 11 years old, Napier Johnstone's well known and justly celebrated Brand in square bottles, Teacher's Highland Cream, Duvillie's Irish, Stonewall Brand of American GIN, OLD TOM and GENEVA, RUM, LIQUEURS and BITTERS.  
ALE and STOUT—Jail Dog Brand.  
AMERICAN and GERMAN BEERS.  
WHITBREAD'S DRAUGHT STOUT and BASS'S DRAUGHT ALE, and a large assortment of Fancy Goods.

LANE, CRAWFORD & CO.  
HONGKONG, 20th July, 1888.

## To be Let.

TO LET.

ROOMS in "COLLIER CHAMBERS,"  
RODOWN in ICK HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to  
DAVID SASSOON, SONS & Co  
Hongkong, 12th July, 1888.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to  
A. A. DE MELLO & Co.,  
Macao.

MACAO, 3rd April, 1888.

HONGKONG STEAM LAUNDRY COMPANY (LIMITED).

TO BE LET.

THE WESTERN PORTION of the above Company's HOUSE, situated on Bow-RINGTON CANAL.

Apply to  
A. O'D. GOURDIN, Manager.

Hongkong, 7th July, 1888.

TO BE LET.

FURNISHED OR UNFURNISHED.  
A FOUR ROOMED HOUSE OR  
A SIX ROOMED HOUSE,  
IN RICHMOND TERRACE.

BOTH HOUSES have convenient out offices and good servants' quarters.  
The Terrace has for some months past been one of the healthiest places of residence in the Colony. The houses are comfortable and cool in summer.

Apply to  
MR. JOHN WILLMOTT,  
Hongkong Dispensary.

Hongkong, 2nd July, 1888.

## Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamship

"PHRA CHOM KLAO,"  
Captain J. Fowler, will be despatched for the above Ports, TO-MORROW, the 26th instant, at NOON.

For Freight or Passage, apply to  
YUEN FAT HONG, Agents.

Hongkong, 24th July, 1888.

THE "BEN" LINE OF STEAMERS.

FOR KOBE (DIRECT) AND YOKOHAMA.

THE British Steamer

"BENALDER,"  
Captain Thomson, will be despatched as above, TO-MORROW, the 26th instant.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd July, 1888.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"  
Captain Talbot, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M.

For Freight or Passage, apply to  
RUSSELL & Co., General Managers.

Hongkong, 23rd July, 1888.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"MORAY,"  
Captain Duncan, will be despatched for the above Ports, about the 30th instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co., Agents.

Hongkong, 20th July, 1888.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)  
THE P. & O. S. N. Co.'s Steamship

"BOKHARA"  
will leave for the above places on TUESDAY, the 31st July, at DAYLIGHT.

E. L. WOODIN, Superintendent.  
Hongkong, 17th July, 1888.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"  
J. S. Williams, Commander, will be despatched as above, on THURSDAY, the 2nd August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the "Boat." A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A fully qualified Surgeon is carried.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1888.

## Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.  
FOR LONDON AND HAMBURG.  
THE Steamship

"MERTONETHSHIRE,"  
Dowling, Commander, will be despatched for the above Ports, about the 30th instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co., Agents.

Hongkong, 10th July, 1888.

SAILING VESSELS.

FOR SAN FRANCISCO.  
THE 3/3 A. I. I. American Ship

"ELEOTRA,"  
Jones, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.

Hongkong, 2nd July, 1888.

FOR SAN FRANCISCO.  
THE AA I. British Bark

"E. J. SPENCE,"  
Gill, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.

Hongkong, 2nd July, 1888.

FOR NEW YORK.  
THE 3/3 L. I. I. American Ship

"C. C. CHAPMAN,"  
Hichborn, Master, shortly expected, will lead here for the above Port, and will have a quick despatch.

For Freight, apply to  
PUSTAU & Co.

Hongkong, 1st June, 1888.

FOR NEW YORK.  
THE 3/3 L. I. I. American Ship

"WANDERING JEW,"  
Nichols, Master, shortly expected, will lead here for the above Ports, and will have a quick despatch.

For Freight, apply to  
PUSTAU & Co.

Hongkong, 1st June, 1888.

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"KHEDIVE," Captain A. C. Loggin, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on SATURDAY, the 28th July, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 17th July, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"  
will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 28th August, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco.....\$200.00  
To San Francisco and return.....350.00  
available for 6 months.....

To Liverpool.....325.00  
To London.....330.00  
To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day.

All Parcel Packages should be marked to address in full, value of same required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 19th July, 1888.

## Mails.

CANADIAN-PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN-PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ALBANY,"  
4,276 Tons Register, Porter, Commander, will be despatched for YOKOHAMA, B.C., SAN FRANCISCO, and KONA, and YOKOHAMA, on THURSDAY, the 28th July, at THREE P.M.

To be followed by the S.S. "BATAVIA" on 29th August, and S.S. "PARKTHIA" on 11th Sept.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver and Victoria (N.W.) \$160.00  
To San Francisco.....175.00  
To all Common Ports in Canada.....230.00  
To Liverpool.....300.00  
To London.....305.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 25th July.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 13th July, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC,"  
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 28th July, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco.....\$200.00  
To San Francisco and return.....350.00  
available for 6 months.....

To Liverpool.....325.00  
To London.....330.00  
To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.



## Intimations.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY,  
Established A.D. 1841.

**WATSON'S PRICKLY HEAT LOTION**  
is the safest and best cure for Prickly Heat, it affords instant relief, and will be found useful in allaying all irritation of the skin whether arising from acidity or caused by the bites and stings of insects. It is also a useful Toilet Article for the complexion.

A. S. WATSON & Co., Ltd.  
THE HONGKONG DISPENSARY,  
Hongkong, 11th July, 1888.

## The Hongkong Telegraph

HONGKONG WEDNESDAY JULY 25, 1888.

A project which is much akin to the Praya Reclamation scheme is this often suggested Tramway Road round Hongkong. A movement was set on foot some time ago for connecting East and West Points by means of a tramway line running in the centre of Queen's Road, but as our main thoroughfare would not admit of the introduction of even a single-line tramway, the scheme was left in abeyance and gradually abandoned. With the tearing of the Reclamation project, and the old ill-effects of the burning powers of the High Level Tramway Company, the low-level tramway movement was revived, and we are glad to say it now promises to be as successful as the Praya Reclamation scheme is sure to be. On a new and broad Praya roadway extending from Murray Pier to the Gas Company's wharf, a tramway line, whether worked by horse or by steam power, would return remunerative dividends to its promoters and shareholders, while it would relieve Queen's Road of its present congested state. The vehicles and chairs, which now almost threaten to choke and swallow the pedestrians, the difficulty of doing any business or even of carrying on a conversation under the Arcades without one being uncomfortably brushed, pushed and upset by a horde of natives who monopolize that space would soon be done away with. A long tramway line placed on the reclaimed ground would effect miracles in the way of dis-obstructing Queen's Road.

We would, moreover, go a step further, and support the idea of a circular tramway round the island. Without entering into a minute examination of the advantages of such a road, we think the main reason advanced by its promoters is sound and practical enough to commend the project to the due consideration of the Government and the public at large. That argument is the desirability and the feasibility of opening up building grounds on the South-western side of the island. It is undeniable that our northern side is getting crammed to an uncomfortable degree. Fever, small-pox, and cholera have already raised their solemn protests against more cramming and congestion. If that protest is disregarded, nature is apt to evolve out of her inexhaustible store of alternatives still more severe and more fatal penalties. It is surely high time the residents of this colony took to the wise hints of the migratory birds, who, when they find a region too hot, or too cold for them, know exactly where to go for a change. Biped and wingless humanity would benefit by following an identical policy; as road-making is our only resource preparatory to a healthy migration, we ought to take to this task with sufficient anticipation, so as to have a circular road round this island completed by the time the Praya Reclamation is half finished.

It is within everybody's knowledge and experience that Pokfulam, Aberdeen, and the whole of the South-western side of Hongkong, are exposed to the beneficial influences of the summer-monsoon during seven or eight months of the year, while in winter that region is entirely protected from the chilly northern blasts we invariably get on this side. It is also known and regretted that the extreme altitudes of the Peak are often under the incubus of fog, mist and general dampness which are highly injurious to health. What is to prevent us from striking a happy medium in choosing the southern sea-side as the favoured spot for our villas and our residences? That the proposed circular Road would bring about this desirable boon to the land-locked inhabitants of Hongkong, that it would be the most popular, and consequently the most paying undertaking in the colony, we think can be hardly denied.

As to the feasibility of the scheme, suffice it to say, that a sea-side road already exists as far as the Glass Works at the western

extremity of the Colony, and Shau-ki-wan at the South-eastern, and that the intervening space would measure about ten or fifteen miles, a mere trifle when the magnitude of the undertaking is taken into consideration. We are strongly convinced that the future of Hongkong as a residential place, as a summer resort, and even as a sanatorium for inhabitants of less favoured localities, lies on its south-western shores.

## FRENCH NAMES.

(From the *Courier d'Haiphong*)  
**THE FOURTEENTH OF JULY.**  
PARIS, July 15th.  
The national festival of the 14th was celebrated with the customary splendour, both at the capital and throughout France. In Paris the celebrations were favoured with fine weather, order was preserved, and the illuminations and fireworks were successful. At the banquet given in honour of the Mayors, the toast raised by the President of the Republic was much applauded.

## GENERAL BOULANGER.

July 16th.  
General Boulanger is sensibly improving. He has offered himself as a candidate at a partial legislative election which will take place on the 22nd in the department of Ardèche.

## M. CONSTANS.

July 18th.  
At the Chamber of Deputies, M. Constans put a question relating to the game of wild beasts in Cambodia. The Under-Secretary of State to the Minister of Marine and the Colonies replied that he insisted on the suppression of the game.

## THE FRENCH PARLIAMENT.

July 20th.  
The ordinary sessions of the Parliament have been closed.

## GENERAL BOULANGER.

General Boulanger is improving rapidly.

## RUSSIA AND GERMANY.

The Emperor of Russia received the Emperor of Germany at Cronstadt.

## TYPHOON NEWS.

We are indebted to the Acting Spanish Consul at this Port for the following telegram received at 8.50 p.m. yesterday from Bolinao:—  
"Another typhoon is raging to the N.W. of Luzon close to the Coast."

## LOCAL AND GENERAL.

We are informed by the agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Yapon* left Calcutta yesterday morning for this port, and is expected on or about the 10th proximo.

SHANGHAI papers comment at some length on the performance given by a Chinese Theatrical Company at the Lyceum, on the evening of the 18th. Owing to extreme heat, the play was very scantily attended.

We are glad to note that another attraction is now being offered to the public in the shape of Panoramic views and a collection of wax-works, by Mr. S. Litovsky, at the Beaconsfield Arcade. The show which is certainly deserving of a visit, is open from 8 a.m. to midnight. We understand that programmes containing full particulars of the exhibition will be circulated to-morrow.

IMMENSE interest, says a London paper, was excited by the Grand Prix this year, and the receipts at Longchamps were £14,370, the largest amount ever known. The twenty-franc stand was occupied by 9,485 men and 3,977 women, and there were 5,509 persons in the five-franc stand, while 77,154 paid one franc each to enter the course, and there were 1,871 carriages which had stations for the afternoon. The *part miset* took £73,000.

THE Present Emperor of China when he was a baby, had eighty nurses, twenty-five fanners, twenty-five bearers for his palanquin, ten umbrella-bearers, thirty physicians and surgeons, seven chief and twenty three inferior cooks, fifty waiters and messengers, fifty dressers, and other servants and attendants to the number of over four hundred or more. His spiritual welfare was looked after by a corps of seventy-five astrologers, sixteen tutors (all of high rank) and sixty priests.

MR. BRIGHT'S illness, says a London exchange, has been more serious than has been supposed. His friends insist that he must resign his seat in order to avoid all excitement and to secure entire rest. This, it is believed, he will very shortly do. Mr. Chamberlain has selected one more brother-in-law to represent him when the Bill is moved. Our contemporary wonders if the Birmingham people are beginning to realise how ridiculous they appear by having these brothers-in-law forced upon them, as though the place, instead of being a great and important town, were a rotten borough belonging to Mr. Joseph? When the brothers-in-law are exhausted, it is supposed that it will be the turn of the cousins.

THERE is an Ordinance, we believe, which provides for the due recognition of the efforts of those people who create an artificial shade by neglecting to "consume their own smoke." There was an excellent opportunity for its application yesterday. Nearly all day the five chimneys at East Point were raining out dense volumes of black smoke, which hung in the amphitheatre of hills in a gloomy cloud, extending for miles. The absence of a breath of air aided the accumulation, and by evening the whole Harbour could be seen from the Peak, covered with the unwholesome murky pall to a height of seven or eight hundred feet. To-day the nuisance was again in full blast. It is bad enough to have our atmosphere contaminated by our household fires; it is intolerable that we should be half asphyxiated by the noxious fumes of indifferent manufacturers. At home such offenders would be quickly "pulled up," if, as we understand, they can be similarly dealt with here, let them be.

The *Courier d'Haiphong* publishes extensive telegrams from Hanoi, Tourane and Haiphong, describing the festivities held at those cities in celebration of the "Fourteenth of July."

We are informed by the Shanghai *Mercury* that the steamer *Diomed* and the steamer *Foosang*, which arrived lately from this port the latter *via* Swatow and the former *via* Amoy, encountered a heavy gale, with occasional terrific squalls and a tremendous sea. The *Foosang* spoke to the *Hoihow* off Amoy and to the *Yiksang* off the Ockea islands.

THE following news of a collision at sea is from the Singapore *Straits Times*—The coasting steamer *Louisa III.* arrived on the morning of the 13th inst. from Malacca and reports having been in collision at midnight off Pulo Pisang with the large French Government transport *Gien Hoa*, which left the Borneo Co.'s wharf at 5 o'clock the previous evening, with 872 soldiers on board for Toulon. Amongst the passengers on board the *Louisa III.* eight were reported missing, but it is satisfactory to find from a telegram received this morning that four of them had been picked up by the *Gien Hoa*, and it was hoped the other four might yet turn up. The collision must have been a very slight one considering the size of the two ships, the *Gien Hoa* being of 6,000 tons and the *Louisa III.* just over 100 tons only. The steamer *Sissie* has arrived, reporting that, on seeing the collision, she sent a boat to the assistance of the *Louisa III.* and stood by her for one hour until the latter left for Singapore. One passenger jumped from the *Louisa III.* into the *Sissie's* boat.

THE *Japan Mail* reports that at 11 o'clock in the forenoon of the 10th inst. His Imperial Majesty the Mikado, received in audience Vice-Admiral Sir Nowell Salmon, V.C., K.C.B. The Commander-in-Chief was presented by H.B.M. Chargé d'Affaires, the Hon. P. L. Poer Trench, who also delivered to His Majesty a letter from Her Majesty the Queen announcing the recall of the Hon. Sir Francis Plunkett, the Minister to the Court of Japan, and his appointment as British Representative to Sweden. The Admiral was accompanied by the following officers, who also had the honour of being received by the Emperor:—Captain H. H. Boys, H.M.S. *Cordelia*; Captain C. S. Balfour, H.M.S. *Heroine*; Captain W. C. Karake, H.M.S. *Sapphire*; Commander R. B. Macdonald, H.M.S. *Alacrity*; Commander R. W. White, H.M.S. *Porpoise*; Mr. R. B. Rigby, Secretary, and Lieutenant J. F. Lea, Flag Lieutenant. After the reception the party returned to the British Legation and were entertained at luncheon by H.M.'s Chargé d'Affaires.

THE following cases came before Mr. Wodehouse at the Police Court this morning:—

The master of a ballast boat was charged by Inspector Mathieson with anchoring his boat within fifty yards of the telegraph cable off Tsim-sai-tui on the 25th inst. Complainant said the accused was discharging ballast right over the cable, which defendant denied alleging he was not within 150 feet of it. He was fined \$10.

Two coolies were charged by a watchman with trying to force their way on to Jardine's wharf on the 24th inst. Complainant said the men had no business there, they were not working on the wharf, and he had strict orders only to let those coolies pass who had business on the wharf. They were fined \$5 each.

A Chinese widow, aged 35, was charged by Thomas Fenton, a watchman for the Sanitary Board, with depositing nightsoil on the hill side on the 25th inst. Complainant said he found the woman so engaged at 3 a.m. amongst the bushes near Green Mound and Richmond Terrace. This infringement of the laws had been going on for some time and he had been on the look-out for the offenders. The woman should have deposited her load in the nightsoil boat prepared at the water side for that purpose. Defendant was fined \$10 but being unable to pay, went to goal for a month with hard labour.

A trader employed in Queen's Road selling *Tai-fa* lottery tickets on the 24th inst., and thus causing an obstruction, was fined \$10, but being also short of cash, went in for fourteen days.

A scavenger coolie was charged by Mr. Dyer Ball with emptying sewage water down the drains on the 25th inst. Complainant said he lived at Mount Kellett and had suspicions for some time that the accused was so acting. This morning at 5.30 he found the man engaged defiling the drains instead of taking away his offensive matter in buckets. The charges being proved, defendant was fined \$10, but being unequal to the strain, was run in for a month.

THE regular weekly concert at the Hongkong Sailors' Home was very well attended last night, and was one of the most enjoyable that has been given there. It consisted of a variety of well-rendered songs, consisting of several solos, and two duets, also instrumental pieces on the piano by ladies, a flute solo by a seaman, a reading by a well-known gentleman of Hongkong, which was very acceptable and heartily enjoyed by all, with several other items. The work is carried on as a regular part of the mission of St. Peter's Seamen's Church and the Sailors' Home. The Chaplain, Mr. Goldsmith, has succeeded admirably in enlisting the services of a number of ladies and gentlemen who regularly and in rotation on every Tuesday evening give a concert in the large reading room of the Home. It is not at all unusual to hear there some of the best selections of airs and songs that may be heard in the highest circles, some of Hongkong's best talent not deeming it derogatory of them to voluntarily give their services to the work of "treating" the free audience of sailors to a specimen of their abilities in amusing and cheering people. It is not too much to say that a great deal of good is done by these ladies and gentlemen amongst the seamen, and the efforts of the Chaplain are greatly furthered by this work. The regular weekly concerts are most eagerly looked for and anticipated, not to say enjoyed by the inmates of the Home, and they furnish a topic of interest for discussion long after they have passed. The Chaplain, who presides, furnished no small quota to the success of each concert. There is no cant, or pretence of enforced sanctity in these amusements; the only religious item in the programme being the singing at the close of the old Hundredth Psalm. These concerts ought to be kept up.

M. GARYAIS, a French authority, says there are men capable of bearing arms—in Germany, 5,000,000; in France, 4,500,000; in Austria-Hungary, 1,800,000; in Italy, 2,000,000; in England, 800,000; in Russia, 6,000,000; and in all the other European States, 4,000,000. That gives a total of 25 millions. Of that number 10 millions are trained soldiers.

TO-DAY before Mr. Wodehouse, Captain Turner, of the steamer *Duke of Westminster*, charged Patrick Kelly, a seaman on board his vessel, with using abusive language to the Chief Officer of the ship, and with refusal of duty at 5.30 p.m. on the 24th inst. After hearing evidence on the matter, his Worship sentenced the accused to imprisonment with hard labour for four weeks.

DR. LITTLE, well-known in Singapore as an old and much respected resident, died on the 11th ult., at Bonnygrass, St. John's Park, Blackheath, aged 68. His death, the *Straits Times* learns, was due to paralysis of the heart. Dr. Little, it may be remembered, left Singapore about 24 years ago to enjoy a well-earned rest, after some 46 years' residence in that Colony.

THE Shanghai *Courier* hints that a disturbance of a somewhat serious nature took place in Broadway, Hongkong on the 20th inst. It appears that some sailors, belonging to the Japanese men-of-war in harbour were misbehaving themselves somehow or other, when a Sikh policeman interfered. The Japs, probably under the influence of liquor, became obstreperous, and "went" for the Sikh, who used his baton, dealing out a rather severe blow to one of the sailors. On this a crowd of them seized upon the Sikh, took away his baton, and gave him a severe thrashing, so much so that he had to be taken to the hospital, along with a Japanese sailor. Some foreign constables arrived on the scene, and several arrests were made.

## SUPREME COURT.

## IN CRIMINAL SESSIONS.

(Before the Hon. J. Russell, Acting Chief Justice.)

## SENTENCES.

Lam Afu, for house breaking; six previous convictions; five years' hard labour.

Cheong Tsun, for robbery with violence at Kowloon, twelve years' hard labour, and two whippings of 25 strokes each within the first six months.

Chan Ayeu, who pleaded guilty to robbing a passenger on the *Fatshan*, and admitted previous convictions; was sentenced to three years' hard labour.

Chan Ayeu and Tan Aung, for house-breaking in Hollywood Road, were sentenced to the first to four years' hard labour, and the second to three.

Yan Kim Chi, for embezzling accounts, three years' hard labour.

Fung Awan, who forged a cheque for \$4,500, asked for a light sentence on the grounds that he had acted honestly for ten years previously. His Lordship said that he had warned the prisoner to confess where the \$1,100 which was still missing was hidden, that restitution might be made. He had not done so. He again asked where it was. Prisoner replied that he gave it the man who asked him to cash the cheque. Five years' hard labour.

Four other prisoners, charged with various offences, were discharged by proclamation.

## A HONGKONG CLERK'S

## BANKRUPTCY.

## GIANTIC SPECULATIONS.

In the Supreme Court this morning, before the Hon. J. Russell, Acting Chief Justice, sitting in Bankruptcy, R. A. Apence, bankrupt, came up for his first public examination. Mr. Webber represented the bankrupt, and Mr. Wilson (Wolton and Denon) represented several creditors. No creditors appeared in person.

The Acting Registrar (Mr. A. Wise) read his report on the bankrupt's transactions, as follows:—

"The Bankrupt was adjudicated October 13, 1887, and by his schedule liabilities to the extent of \$16,635.68, and assets of small or no value, were shown. Of the liabilities nearly 98 per cent. were caused by unfortunate speculations in shares. The first meeting of creditors was held on November 3, 1887, and the bankrupt has appeared before me and been examined, and has put in a statement of his dealings in shares to the truth of which he has sworn, and has also filed a statement of his receipts and payments apart from his share transactions.

The Bankrupt commenced operations on the 15th December 1885 by the purchase of 200 Punjoms at \$125, for June 30, 1887, and at that time he was in receipt of a salary of \$200 a month, with the expectation of an additional \$200 per month as from January 1887, which addition he did receive for about six months. The Bankrupt also states that from his position as book-keeper to Mr. Kerfoot Hughes and others he had private sources of information as to the state of the share-market, and that from such information he might reasonably be expected to make a profit, and that in fact he would have done so if his instructions had been carried out by his broker. The two Punjoms above referred to were not taken up, but the Bankrupt settled with the vendor by a cash payment of \$150, a promissory note for \$500, and a promise to pay \$25 a month, of which three instalments were paid.

During the month of Feb., 1887, the Bankrupt bought 400 China-Sugar shares (300 Old and 100 New) for March 31st, at a price of \$58,422. The same month he also bought 82 China Sugars (50 Old and 32 New) for April 30th, at a price of \$60,519, and 300 Punjoms for June 30th, at a price of \$24,000, his total purchases during the month of February amounting to \$72,941. The 400 China Sugars were disposed of for \$60,292, showing a profit of \$1,800, which he received. The 82 China Sugars were also disposed of at a profit of \$950. The 300 Punjoms were not taken up, and the Bankrupt made certain arrangements with the vendors. During March the Bankrupt bought 140 Punjoms for June 30, at a price of \$24,215, which he was unable to take up, and settlements were effected by means of promissory notes. He also bought 412 China Sugars (50 Old and 362 New) April 30, at a price of \$55,111.50, and 160 China Sugars (100 Old and 60 New) for May 31, at \$22,422, and 82 China Sugars (50 Old and 32 New) for June 30th, at \$10,439, and 412 China Sugars (25 Old and 387 New) for August 31st, at \$54,441, making his total purchases during March amount to \$261,222. At the end of March the Bankrupt had to take up the 400 China Sugars, at a cost of

\$54,492, but, as I have shown, these had already been disposed of at a profit.

During April he bought 847 China Sugars to the end of the month, at \$122,555, and two China Sugars, each, for \$287. He also bought 25 Steamboat shares for the end of the month at \$4,887, so that at the end of April he had to take up 1250 China Sugars, at a cost of \$187,768.50 and the 25 Steamboats, at \$4,887. These 1,250 shares, and the two cash shares before mentioned, were sold for \$194,119, showing a profit on April 30 of \$6,350 on these transactions, which sum he duly received. The Steamboat shares were sold for what he gave for them. The Bankrupt further complains that he was compelled to let 116 of the China Sugars go at a low rate—viz., about \$153 per share—whereas if his instructions had been carried out by his brokers there would have been a very large profit. During the same month he bought 150 China Sugars for May 31, at \$23,635.425 Godowns for June 30, at \$77,280; 50 Punjoms for June 30, at \$662.50, 150 Docks for August 31, at \$39,262, and 25 Docks for September 30, at \$6,825. His total purchases during the month, therefore, amounted to \$281,086.50.

On May 1st, therefore, which may be taken as the turning-point in his career, the Bankrupt had contracted at various dates to buy "forward" the following shares—439 China Sugars, at \$61,090, 500 Punjoms at \$39,320.435 Godowns at \$77,280, and 175 Docks, at \$46,087.50, making a total of \$194,690.

During May the Bankrupt bought 100 China Sugars to the end of the month, at \$13,650, 150 Punjoms for September 30, at \$3,457, and 50 Docks for the same date, at \$12,087. He also bought 465 Punjoms, cash, for \$5,416, his purchases amounting to \$33,341.

On May 31 the Bankrupt had the effect to take up 416 China Sugars, at \$59,737. This was unable to do, so he made arrangements with his brokers that they should do so, he depositing 400 out of his 465 Punjoms as security, and paying cash \$200. The remaining 65 Punjoms were afterwards lost in further speculations. The 416 China Sugars and the 400 Punjoms were sold by the brokers, and the proceeds accounted for by them in then accounts.

On June 30 the Bankrupt had to take up 500 Punjoms, at \$3,332.82, China Sugars at \$10,439, and 435 Godowns, at \$77,280, amounting altogether to \$97,051. The Punjoms were not taken up, but the Bankrupt made arrangements with the vendors. The 82 China Sugars were sold at a profit of \$180, which the brokers accounted for. Of the 435 Godowns 175 were sold "forward" at a profit of \$2,500, but in consequence of other speculations turning out badly he had to deposit these and other contracts with his brokers as security, and finally he was obliged to have recourse to bankruptcy. His total purchases from December 15, 1886, to May 31, 1887, appear to have been as follows:—

2378 China Sugars @ \$311.827 00  
1,205 Punjoms " 16,936 50  
25 Steamboats " 4,887 50  
435 Godowns " 77,280 00  
25 Docks " 58,175 00

Total.....\$489,060 00

There is only \$357 in Court to divide amongst the creditors, and the Bankrupt now wishes to pass his last examination. I have no objection to the 25th July being fixed as the day on which he is to appear.

The Bankrupt was then examined by his Lordship. He said that he came to Hongkong four years ago, having previously been employed in Shanghai and Fenchow, at a salary of \$200 per annum. Up to December last, in his situation as book-keeper in the Hongkong and Kowloon Wharf and Godown Co., he received \$200 a month and quarters. When he bought the 100 Punjoms in December he had about \$500 or \$600 in his credit, and had no debts. In February he bought 496 Sugars for \$5,800 odd, for March; he did not know how much money he had left, but he made some money before his difficulties.

His Lordship: Your statement shows that you were living above your salary. Supposing there was a loss, and you had had to pay up, what margin had you?

Bankrupt—These shares were bought on the information I got from Mr. Hughes; I was told I should risk nothing.

His Lordship—That has nothing to do with it—I want to know when you were having a gamble like this, and the chances of losing and winning were equal, what money had you to meet possible losses?

Bankrupt—I bought them on the information; I had no money.

His Lordship—Your liabilities in February amounted to \$73,051. Now can you give me any reason to justify you in entering into contracts of that nature in this share business, further than the information you got from Mr. Hughes?

Bankrupt—No, I bought only on information.

His Lordship—Suppose there was a fall in the place, how was the man who sold to you to make up for his loss?

Bankrupt—I was under the impression that I should not risk anything; I was quite new in the Colony, and was quite under that impression—that is all I have to say. I have been very careful in my share dealings; I have been offered shares many times and would not take them. I never did business in anything I had not information about, such as Banks.

His Lordship—What age are you? You are a grown-up man, and as a book-keeper and a business man you must have known there were risks and falls. You have seen enough of China to know the speculative nature of the stock here—how can you say that you believed it was a certainty?

Bankrupt—I can only say I was new in the Colony.

His Lordship—You have been here four years. How could you, as a business man, expect it? It is not once and stop—next month you enter into speculations to the extent of \$91,122.

Bankrupt—Yes, I made money.

His Lordship—So you thought you could go on?

Bankrupt—Yes.

His Lordship—So you increased your operations until, in May, they amounted to \$281,086.

Bankrupt—I thought I should make my fortune.

His Lordship—Had you any money to justify you in doing this—any margin?

Bankrupt—No.

His Lordship—You see your bargains in reference to June were made in April, so that you could not tell how things would turn out. They were time-bargains, and looked very well on paper. The contracts for June amounted to \$281,086—nearly three hundred thousand dollars. You bought 4,378 China Sugars, amounting to \$331,827, during these three months, and 1,205 Punjoms, amounting to \$16,936.

Bankrupt—I did not think I had bought more than five or six hundred.

His Lordship—Had you any particular information about them?

Bankrupt—The same as about Sugars.

His Lordship: You bought Steamboats and Godowns, and Docks, amounting to \$136,620 odd.

Bankrupt—What I bought for August, and September I bought at a time when I thought I should have made the money I intended to do.

His Lordship—Your operations, amounting to a million dollars, on a salary of \$200 a month,

increased to \$400. I see from your accounts you were living quite up to the money you were getting. The operations of buying and selling amount to nearly a million dollars—the purchases amounted to \$489,060. These were all "time bargains"—there is not a single cash transaction, except that two China Sugars. The creditors will hardly find it worth their trouble to come for the money which, in the Colony, will adjust this examination, and the creditors who have their proofs can examine you next time. Send in your vouchers for these accounts—I see you have put down \$50 for clothing in three months, and another large amount for the same thing the month after.

The examination was then adjourned to the 13th August.

## THINGS THAT ARE COMICAL.

## INTERESTING TO HONGKONGITES.

It is comical to read the *peculiar* objections in some of the papers about the Praya Reclamation scheme; Hongkong in some instances seems to possess the most illogical and unreasonable writers I have ever met in the East. Some of the statements made in opposition to the scheme seem so peculiar that they create the desire in one's mind to look at the individual from whom they emanated. There is no regular ten cent museum of modern monstrosities in the Colony from which a decent revenue may be derived, but really it would not be a bad "spec" to start one, and to engage the services of some of the newspaper critics and obstructionists as special attractions for it, and it is not at all unlikely that such an attraction would turn out to be a fine set-off to the present existing museum. There are a few fine lot of Chinese comic-reliefs in that, but they are all stuffed and are of a few living comic-reliefs like those I have mentioned, which would strike a new vein of humour and fun in the Colony which might be as effective as some of the other schemes advocated to keep away the Cholera. But—

It is comical to learn that the enormous cost of carrying out the work is the most important objection to it. I never was very good at figures, I confess, for I have always found that a Chinese could invariably make double the amount of cash out of a Mexican that I could with all my learning, but still I do not see how or where the cost can be out of proportion in the gain. Possibly this statement was made in irony, because there is so little iron required to carry out the Praya scheme, but only silver, Mexican, and ditty and tattered Hongkong and Shanghai banknotes sunk in it. If the sinking will only allow the natural elements to work on these things, the result would possibly be a very comical one, although most desirable, and that would be the adoption in the Colony of a monetary medium which will not possess the objectionable attributes of the Mexican, in *never holding its own*. And if a still further result should follow this, it would naturally be the still more comical for one of those who get only small instalments of the monetary medium "holding his own" a little longer, and then it is possible to do under present circumstances. It is not one of the least of the comical things in the Colony that the monetary medium is most difficult to retain a hold of. Not a few of us, and more especially scribblers, think it would be most comical, and very desirable, if those who hold the chits we have to sign would retain their hold upon them a little longer than they can be prevailed upon to do under present circumstances. The comical side of the chit system would be more appreciated, though, if the new medium could only be adopted. And there is nothing to hinder this thing doing when the next big war comes, and the Praya is reclaimed. There is nothing comical in the idea that the one is likely to come to pass about the same time as the other. But—

It is comical to think that all the objections against the scheme are tinged with the typhoon which came last week. As a sort of compensation for blowing away the Cholera it blew all these other objections to overthrow the scheme, and hinder the Government from taking steps to get the matter into practical shape. Of course the typhoon came, and did all the things that it was predicted it should do, for if it did not, it ought to be as good as dead. I must confess that all the effects of it I experienced were the strong gusts of wind and argument which came out of the windows of the Government offices, during the meeting of the Sanitary Board. They were awful gusts and difficult to sit under. It was out of the question that anyone



Shanghai has adopted. There is a very comical difference in the returns at the end of a month to the recipient of only a small "score" when he sums up the outlay for "soothers." The cost of a "medical comfort" in Shanghai for cash is invariably twenty per cent less than by the bill method, though the one may be just as good as the other. The comical side of the matter is worthy of attention and practical use here, and is especially recommended to the consideration of the frequenters and proprietors of the refreshment stand at the Theatre Royal. It makes all the difference between four and five out of a Mexican during a visit there at present while we wait to see as often as possible these *gaiety* novelties in Hongkong given by the present Company. We are comicalities, by the way, I am not going to pirate, even if they do make use of my toboggan idea in a comical sense. But—

It is comical to think that after the Praya is reclaimed there will be a chance for a new route along it, with a possible chance of avoiding actual touch with the crowds of Chinese that congregate on the existing Praya and do not permit a person with any clothing on to pass along, or to get a sniff of air during the hot evenings. It would be very comical if some reasonable regulation were made and enforced to the use of others than naked Chinese. Time is an important item to some few people in Hongkong, and there are few here whose lot is cast in rather too limited a circle. A longer and more extensive knowledge of this wonderful colony has convinced me that my idea of the comical concentric ring principle, which I wrote about some weeks ago, has to be considered from a more extended point of view, for starting from the lower ring each contains circles revolving round their own centres, and there are still rather too many inner circles without a centre that is calculated to be at least very difficult to find. The nearest approach to an illustration of Hongkong society I can see is one of the Chinese balls within balls; the uninitiated are puzzled to find out how they are contrived, their centre being almost invisible. It seems very comically consistent with the character of Hongkong generally to suppose that the inventor of the balls got the idea from the ubiquity of the moon, the comically intricate discovery of the moon's orbit, not to speak of the actual practical value of it to the Colony. There may be some value in it, but it is so comically disguised as to be beyond the recognition of

UNIQUE.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## A VOLUNTARY CRITICISM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I wish to call your attention to a question that has been in my mind for sometime, and that is—when the theatrical companies come to China why do they advertise a London success and then give us something that is not even like it? The present one I have to point out is with Mr. Sheridan's "Gaiety." I have seen "The Arabian Nights" with additions and *reductions*, but he stuck to the text fairly well. Last night he offered us the Gaiety Burlesque of "Little Jack Sheppard." I would ask Mr. Sheridan if he ever saw Miss Faren, Miss Marion Hood, Miss Wadman, Mr. Leslie, or Mr. David James in the piece at the "Gaiety"? I'm afraid he has not, because his production resembled it so little. Surely the Gaiety music is better than that which Mr. Sheridan gave us. And then we only had part of three or four songs that were in the original. Now, where could he find a better song for himself than "Blackskin's" "Leave all the business to me"? Then in the Tavern scene in the Mint, he said he would give us the convict song in four verses; we got two, in which the words were wrong in several instances. Considering that it is a song that goes well, this was a mistake from a manager's point of view. Then why did Miss Whitford give us her songs instead of Miss Faren's? If she plays Miss Faren's part, why not play it? Then Miss Hare, who, I think, played Miss Wadman's part, gave us a song in place of a sweetly pretty cut out, which I take for a selection from some of the songs Miss Faren has sung us during the last 7 or 8 years. But why not have learned the correct words? If the song was intended as a burlesque on the other songs, which I doubt, the composition was bad, and gives to the author little credit. I speak rather strongly on this subject because I had the pleasure of seeing "Little Jack Sheppard" 15 times or more, and only heard last night about 100 lines of the original text, and for this there is no excuse for Mr. Sheridan, inasmuch as he could have had a book of the words of all the performances for sixpence. Then again, surely they might have rehearsed the thing a little; as it was, no one knew their lines, and the prompter was one of the ladies characters, though unseen. In one instance, the change of scene from the cell to the exterior, the manager's voice was heard very loudly exclaiming "now then girls" followed by the notes of their opening song. Surely this might have been avoided. How long would this last in our provinces? I again ask you, the prison scene was a great success in London with its song and business cut out. And now I must say a word or two about their Jonathan Wild. Mr. Leslie made it the leading part; last night it was about the smallest; the snow and slide tricks were introduced, but without the roar that follows Mr. Leslie. As the gentleman copied Leslie so far why not have taken his trick of cracking his fingers, &c., and given us his proper songs?

Surely if a play is advertised we are justified in expecting to see it, not one of Mr. Sheridan's. No one has any objection to writing a burlesque of his own and playing it, if he so wishes, but he should not palm it off as Gaiety piece, and so give people who know no better a false impression of the powers of the Gaiety authors. Would any Gaiety audience ever have sat out a performance minus plot and points, as last night's play was? I think not, and I have known them for years.

If we are to have London plays let us have them, as they are played at home, at least as far as words and songs are concerned; we don't expect them to bring us a company at £100 a week per head, as Faren and Leslie get, but we might have a little nearer the mark, and the original good. If the plays are not good enough for China without being touched up in the way they get served, they are better left at home, but please let us keep from murdering them.

I remain, Sir,  
AN OLD GAILETY HAND.  
[Note.—We are afraid our correspondent is touched with the hysterical fever that seems rampant in Hongkong just now, and has not learned to make allowances. The only way to get a full "Gaiety" representation would be to transfer the Theatre, actors, and society audiences from London to Hongkong—holus-bolus. It is not unlikely that the "old Gaiety Hand" has been taking lessons in "musical criticism" from the *Daily News* man. Possibly, Mr. Sheridan himself will have something to say about it.—E. H. T.]

## BURMA NEWS.

The following are extracts from the *Rangoon Times*:—

Telegraphic communication all over Burma is now reported as being perfect.

The Government of India has sanctioned the opening of the Railway line to the public between Tonghoo and Thawati, a distance of 44 miles or about 8½ miles on this side of Pymnana.

Several cases of cholera having been reported towards the end of June in villages not far from Pegu, the Civil Surgeon of Pegu lost no time in despatching his assistant to the localities in question.

It is reported that the Bank of Bengal has declared a dividend for the past half year at the rate of 10 per cent, per annum, placing at the same time Rs. 100,000 to Reserve Fund, Rs. 4,000 to Pension Fund, and carrying forward Rs. 32,100 towards future dividends.

Under the provisions of section 43 of the Burma Forest Act the Chief Commissioner has prohibited the floating of timber in rafts in the Tante canal, "anthawaddy district." Timber may be floated through the canal in single logs under proper control, but not otherwise.

A large hotel is being built in Bassein. It was thought the prospects of such a building being a paying speculation in so small a place were somewhat problematical, but, no doubt, the bar and liquor licence would assist in clearing the expenses if they do not make the whole of the profits.

An attack was made on the village of Mumbah on the night of the 13th ult., and early next morning the mounted infantry went out after the bandits, but did not catch them. Owing, however, to close pursuit from men of neighbouring villages the bandits had to drop almost all their plunder and two women and a man whom they were carrying away with them. The villagers say they have lost Rs. 300.

An accident on board the steamship *Secunda* happened on the night of the 18th ult. It would appear that while the ship was laid up for the night, one of the coolies working on board of her, managed to fall overboard; when picked up it was found that he was suffering from the results thereof and was sent to the General Hospital. Information was received on Sunday morning that the man died from the effects of the injuries he had received from the fall.

A cremation of a Hindoo took place at 9 a.m. on the 27th ult. at Alohne near the Government Timber Depot. The Municipal Committee some time ago decided not to have this Hindoo cremation place there unless a proper furnace was built, and the European and Burmese residents strongly objected to the burning of the bodies without any preparation for preventing the bad smell going into their houses. This is the third time a cremation has taken place on this spot since the 14th March last, and it was expected the police would prevent such infringement of Municipal rules and regulations in future.

The latest Tharawaddy disturbances are said to have resulted from the disgust of villagers near Zegong with the punitive police taxes. The rebels are said to express their intentions of going for government services exclusively. Their policy is also to destroy government property. The Karens of this district have recently sustained a heavy loss in the death of their principal leader. Without him they are said to be as sheep without a shepherd. They have a good friend in Mr. Tod Naylor, the District Officer, but unfortunately he does not speak Karen. One of the Karens of this district in Rangoon recently said it would be easy with a trusted Karen leader to bring in the Karens now in Camp, prisoners, or to starve them in their retreats on the hills.

The commander of the *Sirius*, Captain Roberts, was fated to meet with an untimely end for it was he who commanded the steamship *President*, which disappeared on her voyage from New York to this country, and "like the sinking fabric" alluded to in the *Tempest*, left "not a wreck behind." It is interesting to recall that the *President* had but twenty-nine passengers on board—a contrast to the number usually carried by an Atlantic steam liner in these days. When last seen by Captain Cole of the *Orpheus*, who sailed at the same time, the doomed steamship was midway between Nantucket Shoal and St. George's Bank, and she was labouring heavily in a tremendous sea. It is pretty certain that she did not weather that heavy storm.

Between midnight and 2 a.m. of the 1st inst. a band of dacoits said to number about 400 under the leadership of a Pong Pui Maynazing, 8 miles west of Zegong, are reported to have broken up the railway line at the 11th mile. They are said to have tipped up a good portion of the rails and also uprooted the telegraph line for nearly a mile. The spot selected by the dacoits is between Zegon and Gyobingou about 40 miles from Prome. On receipt of this information the Deputy Commissioner of Tharawaddy requisitioned a special train, mustering up what police he could, and proceeded to the spot. On reaching there the engine attached to the train got derailed, the engine driver being slightly injured. Two dacoits are reported as having been shot. The dacoits are reported to have captured the gameten and gangmen flogging them and taking away their implements; they were being driven towards Gyobingou where they were met by the police and rescued. Information of this attack reached Rangoon early yesterday morning, and a special train with Mr. Innes and several other officials left this morning to render assistance and have the line repaired as speedily as possible. A body of police 100 strong left here last evening by special train for the scene of the disturbance.

## AMGY.

(FROM OUR CORRESPONDENT.)

Amgy, 21st July, 1888.  
The German gunboat *Wolf* arrived on the 10th from Hongkong, and the British barque *Earn* arrived from Foochow on the same day with her back broken having been on shore in the river Min while coming down, through the carelessness of the Native Pilot in letting her get on the sand-bank at the Pagoda Anchorage.

The weather is everything that can be desired for summer, rather warm during the day but cool at night.

The old established firm of Gerard & Co., general storekeepers, closes its doors at the end of the month, and another store starts its existence under the style of J. E. Gutz & Co.; it is rather a poor look out for the partners to start a shipchandler's store when the other stores can hardly pay their way, and all the shipping are leaving the Port, but I suppose they have considered the step they are taking for my part, I would rather put my money in the sea than then know where it was.

The description you give of the performances of Woodyear's Royal Circus is making us envious of your Port; could you not persuade them to give this Port a look-up? I think it would pay, provided they advertised it among the Chinese some time before they came.

## CHIL-NAN-FU.

(FROM OUR OWN CORRESPONDENT.)

July and in regard to the rebellion that was raised a few weeks ago, I have been able to gather further information. There are really two

distinct parts. The one rebellion was that proceeding from soldiers, who killed their military leader and then fled, and to which we referred in our last letter. Another kind of a disturbance proceeded from people at a like called "Nan-yang," south of the city of Chin-chow. Several years ago the owners of land in that region, being driven away by the floods, refused to pay taxes on the same. Later on, as at the present time, the land has been free from water during a portion of the year, and has been occupied by squatters in raising grain. Seeing this, the original owners appeared this spring on the ground, and demanded the land back from the squatters. It was said that the matter could be peaceably settled, if the official came to the place in person. This plan was adopted, and on a certain day, it gathered together. The original owners, being frightened by the questions and spirit of the officials, began to relinquish their former position, saying that they merely came to claim. The official then charged them with coming to create disturbance, and so seized some of them, and dragged them off to the *yamhs*. Others fled, till the official had gone. Considerable dissatisfaction was felt, and there was more or less of danger as the people of that region are a rough class, and could easily be stirred to insurrection. However, at last notice, the squatters have paid the original owners several hundred strings of cash, in order to effect peace. Coming just at this time, it all adds fuel to the fire that is being kindled here and there in the minds of the people by the soldiers, who have fled from their engagements and are roaming over the western part of the province, or proceeding to the disaffected districts in other provinces. The Governor has sent some soldiers to suppress the disturbance; but the discontent and danger still exist, and probably will exist for some time, so long as the rebellious soldiers fail to be arrested.

For several weeks there has been great need of rain, and the Governor and others are not thinking of the Yellow River—have been beseeching in true fashion the popular gods: As yet no success has appeared, while the crops are suffering and the people are grumbling.

The Governor has received new orders, in being appointed to the post of Admiralty. What will be his duties, we are unable to ascertain, but it shows that his hold on Peking and especially on the Seventh Prince and the Empress is still considerable.—*N. C. Daily News.*

## PEKING.

July 11th.  
Another shock of earthquake was felt here on the morning of the 6th Inst., about 2.30 a.m. On the 6th news reached us from the Yellow River, that the closing of the gap had proved a total failure and the work and labour spent on the breach during the past few months had all been in vain. Now if ever, the Chinese officials must be convinced of the utter futility of their plans.

Your Northern contemporary in its last issue in its Peking notes asks "could not some enterprising merchant or capitalist buy some ground in the Western Hills and build a sanatorium there? There are many old temples which might be purchased for a comparatively small sum; the roads to the hills are usually in fair condition, and in the rainy season boats could be employed in the city as well as outside, in places where there is over three feet of water." These remarks are suggested by a dead body which was deposited for a couple of days at the Police Station in Legation St., and which was removed at the instance of one of the foreign missions, and is now deposited out of sight in the shade of the South Bridge of the Imperial Canal—still quite close to the foreign Legations. The idea has often been broached that it would have been well originally to have had the Legations or foreign quarters outside the city on the west side, between the walls and the hills, when we could have had a model little settlement with macadamised streets and gas or electric lighting. The day however is gone by for this—no much money has already been spent on the Legations to make removal possible. The idea is not a bad one, however, does not apparently contemplate such a change but only a sanatorium on the hills for summer use; such a sanatorium would have visitors only during the three or four months of the summer, and we fear it would not pay. Nearly all the foreign Legations and missions are already commuted at beautifully situated and roomy Buddhist Temples. The gentlemen in the Customs service do not as a rule leave the city in summer—finding the Wednesday afternoon garden parties of the Inspector-General perhaps sufficient for them. The Professor of the College usually makes excursions into the country during their summer vacation. From the above description of our roads and streets in summer the readers might suppose Peking to be another Venice or Amsterdam but although we have heavy rains in July and August it is only here and there that parts of our streets are for a few days under water. Our side ditches are of course more or less full, but they are not continuous, and the most contains a goodly volume of water, but to speak of locomotion in boats either through the city or to the hills must be a figurative expression to denote a somewhat heavy rainfall and muddy conditions. Notes resident could have written such a note. The Buddhist Temples at the Hills cannot be purchased, many of them are Imperial; all the available good sites have already been taken up, and the priests are not at all disposed to have the annuity of their romantic temples and their surroundings disfigured by huge stone and lime foreign houses, with chimneys which would forever drive away all the lucky geomantic influences governing both the living and the dead.—*N. C. Daily News.*

## To-day's Advertisements.

FOR SHANGHAI.

THE Steamship

"AMGY."

Captain R. Kohler, will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Hongkong, 25th July, 1888. [735]

STEAM TO BOMBAY, VIA STRAITS. THE P. & O. S. N. Co.'s Steamship

"THIBET"

will leave for the above places on TUESDAY, the 31st July, at NOON.

E. L. WOODIN, Supercargo, Hongkong, 25th July, 1888. [736]

## To-day's Advertisements.

THEATRE ROYAL CITY HALL, HONGKONG.

THIS EVENING,

JULY 25TH, 1888.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

Directors: Mr. PEMBERTON W. WILLARD, JOHN F. SHERIDAN.

Will appear as above in THE GREAT AMERICAN MUSICAL COMEDY, "THE TRAMP."

CAST OF CHARACTERS.

Old Hoss—A collector for an Auction Room—Mr. P. W. WILLARD.

McCorker—"A Commercial Traveller"—JOHN F. SHERIDAN.

Innocent Kidd—Daughter of Captain Kidd—Miss GRACE WHITEFORD.

Private—Mr. A. SUTCH.

Old Belmont—Mr. H. M. IMANO.

Ralph Belmont—Mr. CHARLES FISHER.

Scammy Russell—Mr. WHITEWICK CRIPPS.

Talbot House—Mr. MANNING.

Jack (A donkey)—Mr. H. HASSAN.

Lucille—Miss MAUDE HARE.

Eucille Kidd—Mr. V. A. PATEY.

Mary Kidd—Mr. F. MORRISON.

Irene Kidd—Miss ELLIE ARLINE.

Mrs. Kidd—Miss EVA LEAMINGTON.

During the Action of the Musical Comedy the following Specialties will be introduced:—

THE SAPPHOS.

Misses HARE, LEAMINGTON, MORRISON, and PATEY.

FAIRY DANCE—MISS V. A. PATEY.

BANJOISTIC MANIPULATING EXTRA-ORDINARY—MISS ARLINE.

THE GALLANT 60TH, Messrs. IMANO, FISHER, CRIPPS, and SUTCH.

KREEP MOVING, MEDLEY STRENGTH OF THE COMPANY, ROSES BLOOM.

Miss GRACE WHITEFORD.

I REMEMBER! I FORGET!!! HOSS

"LITTLE SLATE"—"HEAR THOSE BELLS," "JOHNNIE'S A ROVER."

By desire "Hoss" will introduce his celebrated "BONE SOLO."

And "FAUST,"

Marguerite—Miss MAUDE HARE.

Faust—Mr. CHARLES FISHER.

Martha—Miss EVA LEAMINGTON.

Mephistopheles—Mr. H. M. IMANO.

(WITH ELABORATE SCENIC EFFECTS)

15 OTHER MUSICAL ITEMS AND SPECIALTIES.

SATURDAY, July 28th,

Prices \$3, \$2, and \$1. Plan at Messrs. KELLY & WALSH'S, LD. All communications to PEMBERTON W. WILLARD, Hongkong Hotel, Hongkong, 25th July, 1888. [727]

## Intimations.

DOG LOST.

SMALL Wire-haired Terrier—Black Body—Grey Muzzle and Paws. Answers to the name of "DONALD." The finder will be rewarded if necessary.

HOLLIDAY, WISE & Co., or J. F. HOLLIDAY, The Peak. Hongkong, 21st July, 1888. [724]

PIANOS FOR SALE. ON HIRE.

By special appointment to H.E. the Governor of Hongkong, Sir GEO. BOWEN, G.C.M.G.

A. HAHN, PIANOFORTE TUNER AND REPAIRER, opposite HONGKONG HOTEL, Queen's Road, Hongkong, 19th July, 1888. [718]

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.

12 to 2 P.M. " " half hour.

4 to 8 " " quarter of an hour.

SUNDAYS.

past 12 to 1 past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the CARS. Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the General Managers.

MACLEWEN, FRICKEL & Co., General Managers.

VICTORIA EXCHANGE, 59 & 57, Queen's Road, Hongkong, 19th July, 1888. [539]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point, to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order, ISAAC HUGHES, Secretary. Hongkong, 20th April, 1888. [428]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 48, OTTERBANK CENTRAL. [604]

## Anti-nations.

WANTED A FOREMAN ENGINEER to take charge of a General Repairing shop of long standing; must be able to make drawings and be conversant with Patternmaking, Moulding, Fluting and Turning, in all their branches. State Salary required and where last employed.

Address: X. Y. Z., Office of this paper. Hongkong, 24th July, 1888. [733]

WANTED.

AN ASSISTANT FOR A STORE. Address: Y. X., c/o Hongkong Telegraph Office. Hongkong, 12th July, 1888. [696]

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES.

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE is now in Hongkong and may be consulted at the HONGKONG HOTEL (Room No. 20) daily from 8 A.M. to 6 P.M. (CONSULTATION FREE).

SPECTACLES FOR BLINDNESS.

One third of those suffering from Blindness can trace their blindness to the use of common Spectacles or lenses improperly adapted to the sight.

The symptoms indicating failure or irregularities of sight are frequently too long disregarded and either from ignorance or feeling of diffidence, the aid demanded by nature is withheld until serious mischief has been caused to the sight, often resulting in blindness.

The following patients out of many hundreds have sent unsolicited acknowledgments of the benefit they have derived from the use of our Perfect Spectacles:—

The Earl & Countess Lindsay, Queen's Gate, London, S.W.

Lady Kemball, 70 Queen's Gate, London, S.W.

Lady Emily Digby Coventry, England.

S. R. Groom, Esq., F.R.G.S., Barrister at Law, Singapore.

The Hon. E. E. Isernberger, Col. Treasurer, Singapore.

R. Huddle, Esq., Deputy Master Attendant, Singapore.

Dr. Richard Bowman, L.R.C.P., Singapore.

G. R. Allan, Esq., Singapore.

Surgeon General Sir M. Bidolph, C.B., India.

Surgeon General A. E. Dale, M.D., India.

Major General Murray, C.B., India.

Brigade Surgeon J. A. Scott, M.D., India, &c.

For protection against sun and dust our Luculen Glare Protectors are strongly recommended by the leading Ophthalmic Surgeon.

"MILITARY MEN, ENGINEERS, PERMANENT WAY INSPECTORS, and those whose occupation compels them to be out in the heat of the day, will find these Glasses invaluable. By their use the eyes are kept cool, and dimness of vision, inflammation of the eyes and irritative fever, consequent on over-exposure to the glare, are prevented."

LAWRENCE AND MAYO, OPHTHALMIC OPTICIANS.

(Opticians to the Principal Ophthalmic Surgeons in England and India.)

OFFICES:—OLD BOND STREET, London.

34 & 36, HARE STREET, Calcutta.

23, RAMFORD ROW, Bombay.

Hongkong, 21st July, 1888. [732]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 1374, dated 30th June, 1885, of the Shares Nos. 4516/4595 in this Company, standing in the name of Mr. GEORGE LEWIS, of Shanghai, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 21st July, 1888.

JAS. B. COUGHTRIE, Secretary.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on FRIDAY, the 3rd August, at 12 O'CLOCK NOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, and declaring a Dividend, and Electing Directors and Aud



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—161 per cent.  
 Union Insurance Society of Canton—387 1/2 per cent.  
 China Trade Insurance Company—373 1/2 per cent.  
 North China Insurance—115 per share.  
 Canton Insurance Company, Limited—87 1/2 per share.  
 Yangtze Insurance Association—115 per share.  
 Chinese Insurance Company—185 per share.  
 On the 25th July, 1888, the following were the closing quotations for the various companies, limited—150 per share.  
 Hongkong and Shanghai Bank—347 1/2 per share.  
 Union Insurance Society of Canton—373 1/2 per share.  
 China Trade Insurance Company—373 1/2 per share.  
 North China Insurance—115 per share.  
 Canton Insurance Company, Limited—87 1/2 per share.  
 Yangtze Insurance Association—115 per share.  
 Chinese Insurance Company—185 per share.  
 On the 25th July, 1888, the following were the closing quotations for the various companies, limited—150 per share.

Hongkong Dairy Farm Co., Limited—\$12 per share.  
 A. S. Watson & Co., Limited—90 per cent.  
 Chinese Imperial Loan of 1884 A—2 per cent.  
 Chinese Imperial Loan of 1884 B—8 per cent.  
 Chinese Imperial Loan of 1884 C—10 per cent.  
 Chinese Imperial Loan of 1884 D—12 per cent.  
 Hongkong Bank Manufacturing Company, Limited—180 per share.  
 Perak Tin Mining and Smelting Company—\$15 per share.  
 Panton and Son's Tin Smelting Company, Limited—\$12 per share.  
 Hongkong and Kowloon Wharf and Godown Company—68 per cent.  
 Tonquin Coal Mining Co.—40 per cent.  
 The Hongkong High-Level Tramway Co., Limited—210 per cent.

**ON LONDON.**  
 Bank of India, 10/11  
 Bank of China, 10/11  
 Bank of Canton, 10/11  
 Bank of Shanghai, 10/11  
 Bank of Hankow, 10/11  
 Bank of Tientsin, 10/11  
 Bank of Peking, 10/11  
 Bank of Amoy, 10/11  
 Bank of Swatow, 10/11  
 Bank of Hongkong, 10/11  
 Bank of Shanghai, 10/11  
 Bank of Hankow, 10/11  
 Bank of Tientsin, 10/11  
 Bank of Peking, 10/11  
 Bank of Amoy, 10/11  
 Bank of Swatow, 10/11  
 Bank of Hongkong, 10/11

**EXPORT CARGO.**  
 Per City of Sydney, str., for Yokohama—5,000 bags Sugar, and 110 packages Merchandise. For San Francisco—12,000 bags Rice, 144 bags Beans, 60 boxes Nut Oil, 14 cases Silks, 14 cases Coffee, 519 bales Gunies, 807 packages Tea, and 994 packages Merchandise. For Honolulu—150 bales Beans, and 102 packages Merchandise. For Puna Arenas—3 cases Silks, and 4 cases Merchandise. For La Libertad—21 cases Merchandise, and 4 cases Silks. For Puna Arenas—2,300 bags Rice, 247 packages Merchandise, and 3 cases Silks. For Callao—6 cases Silks, and 2 cases Merchandise. For Valparaiso—4 cases Silks, and 2 cases Merchandise. For Kansas City, N.W.—10 packages Merchandise. For New York—4,500 packages Tea, 45 cases Silks, and 85 bales Raw Silk.

**OPPIUM MARKET.—THIS DAY.**  
 NEW MALWA ..... per picul ..... \$530 to \$550  
 (Allowance, Tels 32 to 36).  
 OLD MALWA ..... per picul ..... \$570 to \$580  
 (Allowance, Tels 32 to 36).  
 NEW PATNA, (without choice) per chest ..... \$498 1/2 to \$503 1/2  
 NEW PATNA, (first choice) per chest ..... \$497 1/2 to \$502 1/2  
 NEW PATNA, (bottom) per chest ..... \$476 1/2 to \$481 1/2  
 NEW PATNA, (second choice) per chest ..... \$462 1/2 to \$467 1/2  
 NEW BARNES, (without choice) per chest ..... \$485 to \$490  
 NEW BARNES, (bottom) per chest ..... \$497 to \$502  
 OLD PERSIAN (best quality) per picul ..... \$600 to \$605  
 OLD PERSIAN (second quality) per picul ..... \$595 to \$600

## CHINA COAST METEOROLOGICAL REGISTER.

24th July, 1888.—At 4 p.m.									
STATION	Baromet.	Therm.	Humid.	Wind	Dir.	Force	Weather	Baromet.	Therm.
Wanchow	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Taipei	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Nagasaki	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Shanghai	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Amoy	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Hankow	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Shanghai	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Amoy	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Hankow	29.8	70	80	SE	4	0.1	Cloudy	29.8	70
Shanghai	29.8	70	80	SE	4	0.1	Cloudy	29.8	70

The barometer has risen, but west-south-west wind in force today. Morning fresh breeze indicated the entrance in the Pacific of the typhoon forecast on the 23rd. Hot, close and dry weather continues in China.  
 The thermometer has risen, but west-south-west wind in force today. Morning fresh breeze indicated the entrance in the Pacific of the typhoon forecast on the 23rd. Hot, close and dry weather continues in China.  
 The thermometer has risen, but west-south-west wind in force today. Morning fresh breeze indicated the entrance in the Pacific of the typhoon forecast on the 23rd. Hot, close and dry weather continues in China.

## HONGKONG TEMPERATURE.

From Station	Baromet.	Therm.	Humid.	Wind	Dir.	Force	Weather
Wanchow	29.8	70	80	SE	4	0.1	Cloudy
Taipei	29.8	70	80	SE	4	0.1	Cloudy
Nagasaki	29.8	70	80	SE	4	0.1	Cloudy
Shanghai	29.8	70	80	SE	4	0.1	Cloudy
Amoy	29.8	70	80	SE	4	0.1	Cloudy
Hankow	29.8	70	80	SE	4	0.1	Cloudy
Shanghai	29.8	70	80	SE	4	0.1	Cloudy
Amoy	29.8	70	80	SE	4	0.1	Cloudy
Hankow	29.8	70	80	SE	4	0.1	Cloudy
Shanghai	29.8	70	80	SE	4	0.1	Cloudy

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 20th ultimo, left Yokohama on the 21st inst., and may be expected here on the 27th.

**THE INDIAN MAILED.**  
 The Indo-China S. N. Co.'s steamer *Taisang*, from Calcutta, left Singapore on the 21st inst., and is expected here on the 27th.

**THE CANADIAN MAILED.**  
 The steamer *Zambesi*, with the Canadian mail, left Vancouver on the 1st inst., and is expected here on or about the 30th.

The steamer *Adelaide*, with the Canadian mail, from Vancouver on the 3rd inst., left Yokohama, and is due here on the 23rd, and is due here on or about the 1st proximo.

The steamer *Port Adelaide*, with the Canadian mail, left Vancouver on the 20th inst., and is due here on or about the 18th proximo.

**STEAMERS EXPECTED.**  
 The Ocean Steamship Co.'s steamer *Glaucaus*, from Liverpool, left Singapore on the 21st inst., and is due here on the 28th.

The E. & A. S. S. Co.'s steamer *Tannadice*, left Port Darwin on the 21st inst., and may be expected here on or about the 30th.

The Ocean Steamship Co.'s steamer *Telemaque*, from Liverpool, left Singapore on the 21st inst., and is due here on the 30th.

The P. & O. S. N. Co.'s extra steamer *Venetia*, left Bombay on the 13th inst., and is expected here on the 31st.

**SAILED.**  
 ZAFIRO, British steamer, 675, Talbot, 24th July, Manila 22nd July, General—Russell & Co.

REGIS, British steamer, 2,119, W. T. Kayle, 24th July, Kobe 17th July, Coals and General—Order.

CHIHUNG, Chinese steamer, 835, Winsor, 25th July, Newchwang 17th July, General—C. M. S. N. Co.

KWANGKE, Chinese steamer, 1,508, Lowe, 25th July, Shanghai 21st July, General—C. M. S. N. Co.

BOKIAHA, British steamer, 1,711, S. Bason, 25th July, Yokohama 17th July, Mails and General—P. & O. S. N. Co.

AMOV, German steamer, 814, Kohler, 25th July, Whampoa 25th July, General—Siemens & Co.

CHOWCHOW, German steamer, 795, W. General, 25th July, Saigon 20th July, General—Tung Kee.

**ARRIVANCES AT THE HARBOUR OFFICE.**  
 BORNEO, Dutch steamer, for Amoy.  
 ANJON, German steamer, for Hoihow.

July 24, *Mike Maru*, Japanese steamer, for Nagasaki.  
 July 24, *Fooksang*, British str., for Whampoa.  
 July 25, *Lennar*, British steamer, for Saigon.  
 July 25, *Yokoyoshi Maru*, Japanese str., for Yokohama.

July 25, *Duburg*, German steamer, for Saigon.  
 July 25, *Freja*, Danish steamer, for Haiphong.  
 July 25, *Actio*, Danish str., for Hoihow, &c.  
 July 25, *Seochow*, British steamer, for Hoihow, &c.

July 25, *Glenavon*, British str., for Shanghai.  
 July 25, *Dugmar*, Danish bark, for Foochow.  
 July 25, *Anna*, German schooner, for Menado (Col. bes).

Per *Zafiro*, str., from Manila.—Mr. Nicholas Poon, and 2 Chinese.  
 Per *Regina*, str., from Kobe.—2 Chinese.  
 Per *Kwangke*, str., from Shanghai.—Mr. D. Cunningham, and 130 Chinese.

Per *Bokha*, str., from Yokohama for Hongkong.—Mrs. D. C. Johnston, 2 infants and nurse Dr. Seanton, Messrs. Tin Hin, Lau Lang, Yik Nam, Wong Hai, Chun Shing Long, Son Tai Wan, Yue Cheong and child, and W. Tam, 1 Chinese and 1 distressed British seaman. From Higo.—Mr. McMillan, 2 Chinese, 3 Japanese, and 3 Malians. From Yokohama for Calcutta.—Mr. and Mrs. Wright. For London.—Miss E. Davis. From Higo for London.—Mr. G. Elliott.

Per *Borneo*, str., for Amoy.—60 Chinese.  
 Per *Anjon*, str., for Hoihow.—30 Chinese.

The British steamship *Zafiro* reports that she left Manila on the 22nd inst. Had light west-south-west wind and fine clear weather throughout.  
 The Chinese steamship *Kwangke* reports that she left Shanghai on the 21st inst. Had moderate variable winds and fine weather throughout.  
 The British steamship *Regis* reports that she left Kobe on the 17th inst. at 6 p.m. Had light southerly winds and fine weather. On the 16th at noon passed through Van Diemen's Straits; had light southerly winds and smooth sea with fine weather. On the 21st at noon passed the barque *Arctia* off Peterhead, steering south-west; passed Lamrocks at 4 p.m. on the 23rd; from there to port had light south-west winds and fine weather.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ALDANY, British steamer, 1,480, E. Porter, 9th July, Saigon 5th July, Rice and General.  
 —Adamson, Bell & Co.  
 BRUNALDER, British steamer, 1,331, R. W. Thomson, 18th July, Saigon 14th July, Rice.  
 —Gibb, Livingston & Co.  
 BORNIO, Dutch steamer, 1,434, Wilkens, 20th July, Batavia 5th July, Singapore 10th, and Saigon 17th, General.—Jardine, Matheson & Co.  
 CLARON, German steamer, 674, Christensen, 22nd July, Haiphong 20th July, General.—Siemens & Co.

DELCONVY, British steamer, 1,183, F. Ekins, 21st July, Joana 12th July, Sugar.—Jardine, Matheson & Co.  
 DEYAWONGSE, British steamer, 1,057, P. H. Loff, 3rd July, Bangkok 26th June, Rice and Timber.—Yuen Fat Hong.

DRACHENFELS, German steamer, 1,459, E. Groote, 22nd July, Saigon 19th July, Paddy and Rice.—Melchers & Co.  
 —British steamer, 1,177, A. Stopani.—Hongkong and Whampoa Dock Co.  
 FEI-MIA, British steamer, 684, Kleffel, 23rd July, Newchwang 14th July, Beans.—Hewitt & Co.

FLINTSHIRE, British steamer, 1,017, C. Habcock, 20th July, Amoy 18th July, and Swatow 19th, General.—Adamson, Bell & Co.  
 MARIE, German steamer, 704, F. Hohlmann, 24th July, Haiphong 29th July, General.—A. R. Marty.

MORAY, British steamer, 1,411, W. S. Duncan, 24th July, Saigon 20th July, Rice and Paddy.—Adamson, Bell & Co.  
 OCEANIC, British steamer, 3,808, Jno. Metcalfe, 6th July, San Francisco 21st June, and Yokohama 10th July, Mails and General.—O. & O. S. S. Co.

PIRA CHOM KLAO, British steamer, 1,012, J. Fowler, 21st July, Bangkok 15th July, General.—Yuen Fat Hong.  
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

THALES, British steamer, 820, Hunter, 24th July, Taiwan 20th July, Amoy 21st, and Swatow 23rd, General.—D. Laprak & Co.  
 THINET, British steamer, 1,571, G. W. Adams, 23rd July, Bombay 17th July, and Singapore 17th, General.—P. & O. S. N. Co.

**SAILED.**  
 ARON, Norwegian bark, 634, A. Christensen, 11th July, Singapore 27th June, Timber.—Order.

COMET, German ship, 1,083, Kauppaer, 17th July, Cardiff 4th April, Coal.—Order.  
 CUTHONA, British 3-m. schooner, 301, James Giff, 19th June, Shanks Bay 12th May, Sandalwood.—Jardine, Matheson & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island.—Chinese Customs.  
 ESCORT, American bark, 636, R. G. Waterhouse, 15th July, Iloilo 3rd July, General.—Chinese.

GRANITE STATE, American ship, 1,685, Wm. Ross, 19th July, New York 12th April, Oil.  
 G. H. WAPPAUS, British bark, 533, Engleson, 21st July, Tientsin 29th June, Bones.—Butterfield & Swire.

HEINRICH, German ship, 913, F. H. Bannau, 20th May, Middlesbrough 17th Dec, Iron and Cokes.—Arnold, Karberg & Co.  
 HYDRA, Danish bark, 785, C. Christensen, 6th July, Hamburg 11th March, General.—Arnold, Karberg & Co.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July, London 1st March, General.—Melchers & Co.  
 NORDEN, Norwegian schooner, 236, L. A. Jensen, 30th June, Delagoa Bay 12th May, General.—Gillman & Co.

SACHEM, American ship, 1,311, J. L. Bartlett, 29th June, Cardiff 17th March, Coal.—P. & O. S. N. Co.  
 SHINAWAY, British ship, 325, J. Garrieh, 23rd June, Shanks Bay 26th May, Sandalwood.—Siemens & Co.

WANDERING JEW, American ship, 1,650, D. C. Nichols, 11th July, Shanghai 19th June, General.—Pustau & Co.

**HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.**  
 Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p, 4 guns, Commander R. Blair Macdonochie, Nagasaki.  
 Audacious, battle-ship (armoured), 2nd-class, 6,000 tons, 4,830 h-p, 18 guns, Captain J. B. Warren, Flag of Commander-in-Chief, Nagasaki.

Cockatrice, gunboat, 2nd-class, 460 tons, 470 h-p, 4 guns, Lieut.-Commander H. E. Botcher, Shanghai.  
 Constance, cruiser, 2nd-class, 2,380 tons, 2,590 h-p, 14 guns, Captain L. C. Keppel, Hongkong.

Cordelet, cruiser, 2nd-class, 2,380 tons, 2,420 h-p, 10 guns, Captain H. H. Boys, Yokohama.  
 Eke, gunboat, 3rd-class, Coast Defence, 353 tons, 340 h-p, 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Esper, gunboat, 2nd-class, 465 tons, 470 h-p, 4 guns, Lieut.-Comdr R. Y. Smith, Hongkong.  
 Heracles, cruiser, 3rd-class, 1,420 tons, 1,130 h-p, 8 guns, Captain Charles J. Ballou, Yokohama.

Imperieuse, twin-screw cruiser, 8,400 tons, 16,000 h-p, 10 guns, Captain Wm. H. May, Hongkong.  
 Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p, 10 guns, Captain M. J. Dunlop, Yokohama.

Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h-p, 5 guns, Commander W. H. Marnack, Cheloo.  
 Merlin, gunboat, 2nd-class, 430 tons, 430 h-p, 4 guns, Lieut.-Comdr W. H. Maturin, Hongkong.

Mutine, sloop, 1,130 tons, 1,125 h-p, 10 guns, Commander J. H. Martin, Yokohama.  
 Porpoise, gunboat, 1st-class, 1,750, Captain R. W. White, Shanghai.

Rambler, surveying-vessel, 830 tons, 690 h-p, 3 guns, Commander W. A. Moore, Shanghai.  
 Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p, 6 guns, Lieutenant-Commander W. H. M. Douglas, Kobe.

Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h-p, 12 guns, Captain W. C. Karslake, Yokohama.  
 Satellite, cruiser, 2nd-class, 1,420 tons, 1,400 h-p, 8 guns, Captain T. P. W. Neaham, Shanghai.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h-p, 5 guns, Commander A. C. B. Bromley, Yokohama, re-commissioning.  
 Tweed, gunboat, Coast Defence, 2nd-class, 363 tons, 400 h-p, 3 guns, Boatwain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.  
 Wivern, Coast Defence ship (armoured), 1,750 tons, 1,450 h-p, 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.  
 Wanderer, sloop, 925 tons, 750 h-p, 4 guns, Commander G. A. Glifard, Yokohama, re-commissioning.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
City of Rio de Janeiro	San Francisco	July 27th	Pacific Mail S. S. Co.
Taisang	Calcutta	July 27th	Jardine, Matheson & Co.
Glaucaus	Liverpool	July 28th	Butterfield & Swire.
Tannadice	Port Darwin	July 30th	Russell & Co.
Zambesi	Vancouver	July 30th	Adamson, Bell & Co.
Telemaque	Liverpool	July 30th	Butterfield & Swire.
Venetia	Bombay	July 31st	P. & O. S. N. Co.
Adelaide	Vancouver	August 1st	Adamson, Bell & Co.
Japan	Calcutta	August 10th	D. Sassoon, Sons & Co.
Port Adelaide	Vancouver	August 18th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Rhede	P. & O. S. N. Co.	July 28th, at noon.
London, via Suez Canal	Anchises	Adamson, Bell & Co.	July 28th, at 4 p.m.
London and Hamburg	Merionethshire	Adamson, Bell & Co.	About July 30th.
Marseilles, via Saigon, &c.	Andary	Messageries Maritimes.	Aug. 2nd, at noon.
Bremen, & Ports of Call.	Preussen	Melchers & Co.	Aug. 2nd, at 10 a.m.
San Francisco, via Yama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Aug. 8th, at 3 p.m.
San Francisco, via Yama	Oceanic	O. & O. S. S. Co.	July 28th, at 3 p.m.
Port Darwin, &c.	Changsha	Butterfield & Swire.	Aug. 2nd, at 4 p.m.
Vancouver, B.C., via K. &c.	Albany	Adamson, Bell & Co.	To-morrow, at 3 p.m.
Bombay, via Straits	Thibet	P. & O. S. N. Co.	July 31st, at noon.
Yokohama, via N'saki, &c.	Bokha	P. & O. S. N. Co.	July 31st, daylight.
Kobe and Yokohama	Benader	Gibb, Livingston & Co.	To-morrow.
Nagasaki, Kobe, &c.	Moray	Adamson, Bell & Co.	About July 30th.
Chioce and Tientsin	Jardine, Matheson & Co.	Jardine, Matheson & Co.	July 31st.
Shanghai	Telemaque	Butterfield & Swire.	August 1st.
Shanghai	Amoy	Siemens & Co.	July 27th, at 4 p.m.
Shanghai	Fooksang	Jardine, Matheson & Co.	July 28th, at 4 p.m.
Shanghai, via Amoy	Glaucaus	Butterfield & Swire.	July 30th.
Haiphong	Zafiro	Russell & Co.	To-morrow, at 4 p.m.
Swatow, Spore, Bangkok.	Maie	A. R. Marty.	July 27th, daylight.
Swatow, Amoy, &c.	Phra Chom Klao	Yuen Fat Hong	To-morrow, at noon.
	Thales	Douglas Laprak & Co.	July 27th, at noon.

## Intimations.

**PIANOS! PIANOS! PIANOS!**  
**HEUERMANN, HERBST & CO.,**  
 SOLE AGENTS FOR THE  
 TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works  
**WILLIAM SCHÖNLEIN,**  
 "BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.  
 Hongkong, 18th May, 1888.

**W. POWELL & CO.**  
 JUST RECEIVED THE FOLLOWING AMERICAN NOVELTIES.

**ALASKA REFRIGERATORS** "These refrigerators are constructed upon strictly scientific principles and produce better results with less ice than any others."  
 Star Ice Cream Freezers,  
 Cliff-top Canopy Hammocks.  
 "A Luxury for the lawn or Verandah."  
 Combined  
 Electric Lamp.  
 Saratoga Trunks, Steamer Trunks, Canvas Portmanteaus, &c., &c.  
**W. POWELL & Co.**

**VICTORIA EXCHANGE.**  
 Hongkong, 10th July, 1888.

## INTIMATION.

**J. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS.

No. 11 Praya Central.  
 (Opposite Pedder's Wharf).  
**SOLE AGENTS**  
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**RAHTJEN'S**  
**GENUINE**  
**COMPOSITION**  
 FOR  
 THE BOTTOMS OF IRON SHIPS  
 PRESERVATIVE AGAINST  
 ROTTING, DECAY, &c., OF WOOD.  
**CHR. MOTZ & Co., BORDEAUX, CLARETS,**  
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**ENGINEERS AND BLACKSMITHS' TOOLS.**  
**AND EVERY KIND OF SHIP'S**